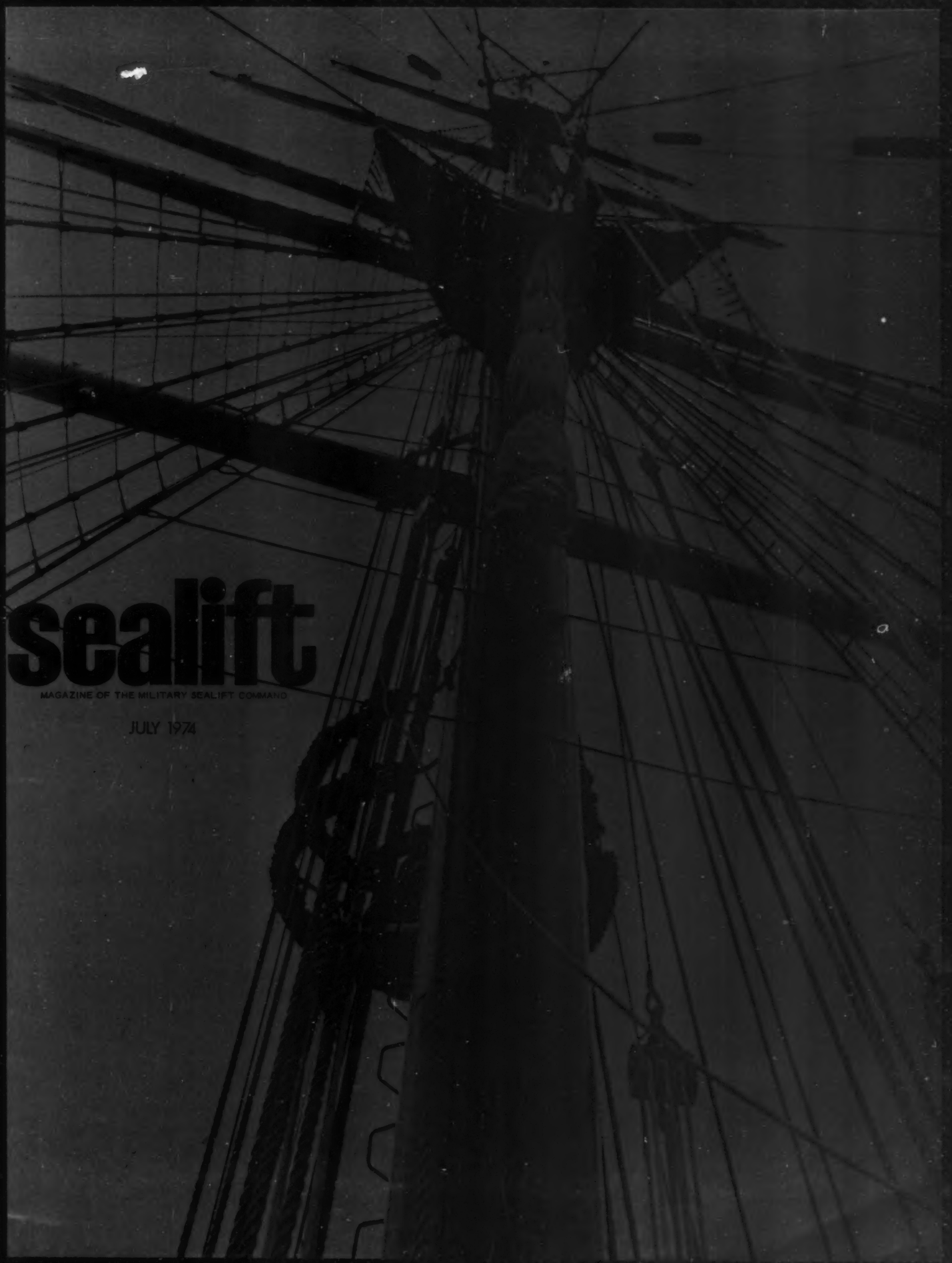


sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

JULY 1974

Breaking the Back of the Backlog

I am happy to report that the backlog of containerized Defense cargo on the U.S. East and West Coasts is no longer a major problem. At the peak, in February of this year, 43,000 measurement tons of container cargo were awaiting ships on the West Coast with another 50,000 tons on the East Coast, including Gulf ports.

In late May there was no significant backlog remaining on the West Coast and less than 4,000 tons on the East Coast.

Looking back, it is difficult to isolate a single factor which led to the buildup. The truck strike played a part, as did the fuel crisis. Cargo built up at points of origin, and then sped to ports after the truck strike was settled. At the same time, lack of fuel caused layup of some commercial ships and others sailed at reduced speeds. Simultaneously, U.S. export trade reportedly increased. Bad winter weather also had its usual impact on ship operations. All factors combined to cause a worldwide shortage of containers and related equipment. There was too much container eligible cargo — and two few containers to move it.

Army, Navy and industry cooperation played a vital role in solving the overall problem. Army, for instance, loaned MSC almost 2,700 military vans which were used to move cargo on both commercial and government owned ships. The Army's Military Traffic Management and Terminal Service kept a managerial eagle eye on the entire Defense system to insure that cargo was moved as smoothly and rapidly as possible. That meant continued observation of cargo generation at inland points and movement to and through ports. Inland deliveries at the destination end were monitored very closely by the appropriate overseas commands.

Equally vital cooperation was received from officials at the Defense depots in Mechanicsburg and New Cumberland where much of the cargo originated. In short, everyone played a part in a total team effort.

MSC dedicated six ships to the effort to cut down the backlog. On the East Coast, MSC used one controlled - fleet chartered ship and contracted for two other ships. Included were SS Warrior, a Sea-Land vessel, and SS American Accord, a U.S. Lines container ship. The controlled ship used was SS Seatrain Maryland, of Seatrain Lines Inc.

On the West Coast, MSC contracted for service by SS Bienville, another Sea-Land container ship, and used two Seatrain charters, Seatrain Louisiana and Seatrain Georgia.

In a contingency, positive steps can be taken. Ships assigned for emergency use under MSC's Sealift Readiness Program, for instance, could be put into use, and commercial ships could be requisitioned. There would be, however, in either instance, a rather severe impact upon carriage of U.S. trade.

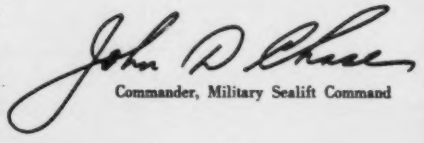
While that would be a necessary and bearable impact in an emergency, we must strive to avoid such a situation in non-emergency situations. That is a challenge which requires the best efforts of all involved, Army, Navy, Marine Corps and Air Force, commercial shipping companies, and unions. While future backlogs cannot always be prevented, we can insure that we are ready to meet the challenge they pose, as we have done in this instance. That too requires cooperative, all-out effort.

I would be remiss if I did not emphasize another factor, the role of the commercial lines in helping Defense whittle down its backlog of container cargo. Although fewer commercial ships were available, chiefly because of the fuel shortage, percentage of space on remaining liners made available to Defense was generally higher than in previous non-emergency operation.

Obviously, it is difficult to simultaneously handle regular movement of cargo while trying to cut down a backlog. Container ship systems demand a smooth flow of cargo if maximum advantages are to be gained from such a system.

Chartering special ships, as was done, meant that Defense shippers had to pay more than they would have had cargo moved in less than shipload lots at regular rates. Fuel costs also upped the bill substantially.

What was learned from experiences of recent months as we sought to reduce a backlog of containerized cargo? Generally, it is fair to assume that this type of problem will be encountered again. Any disruption of an intermodal system, whether at point of cargo origin, in changes in availability of ships, or problems of unloading and moving cargo inland will impact on the whole system.



Commander, Military Sealift Command

COVER: Mast and rigging of U.S. Coast Guard bark Eagle form an interesting design. Eagle will be part of Operation Sail. Story page 9.

Photo by Howard Rosenberg

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Long Goodbyes

Sixty-five MSC employees, including two admirals, retired from headquarters and area commands last month.

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Gathering information on the chemistry of surface waters and atmosphere in the Southern Hemisphere, USNS Hayes travels to

The Cradle of Catamarans

By Dr. Peter E. Wilkness

The catamaran, a twin-hulled vessel, seems to have originated in the 16th century in Polynesia and was used in long voyages across the vast Pacific Ocean. During a March and April research cruise in the Pacific, USNS Hayes, probably the largest operational catamaran anywhere today, visited Polynesia, the cradle of its design concept.

The Pacific cruise of Hayes was scheduled for the chemical oceanography branch, ocean sciences division of the Naval Research Laboratory. However, investigators from the Office of Naval Research, Naval Postgraduate School, Naval Electronics Systems Command, Washington State University and Old Dominion University, who had interests in the area of operation, also participated.

Main objective of the cruise was to study the chemistry of the surface waters and overlying atmosphere of the equatorial Pacific. The findings were to be related to the exchange of matter between the sea and the air, to the exchange between the northern and southern hemispheres, and in general to the occurrence of certain chemical substances in the world's oceans and in global marine atmosphere. Additional information would be gained concerning worldwide pollution and atmospheric transport processes to remote ocean areas.

A few examples from the variety of measurements made can serve to illustrate the experimental approach aboard ship. With a unique, extremely sensitive instrument, we were able to determine Freon-11 in the marine atmosphere and in Pacific surface waters.

Freon-11 is a gas, exclusively man-made. There is no known natural mechanism by which this substance would be formed. The industrial production of Freon-11 equals about one million tons annually, and production is almost evenly divided between North America and Europe. Nearly all the Freon-11 produced is released into the atmosphere, because it is used mainly as a propellant in aerosol spray cans containing such things as hair sprays and deodorants.

Freon-11 is a very stable substance; it is not decomposed to any considerable extent in the environment, and therefore we can expect a buildup of it in the atmosphere and oceans. Considerable amounts of Freon-11 have been released to the atmosphere only since the early 1960s and, therefore, we can now study the penetration of this exclusively man-made industrial product into remote areas of the world.

Similar considerations apply to carbon monoxide, another gas, which was measured aboard Hayes in seawater and air samples. Like Freon-11, carbon monoxide is formed in very large quantities through man's activities, mainly by burning fossil fuels in automobiles and power plants. However, unlike Freon-11, carbon monoxide also is produced in

Hayes arouses interest of a lone pelican on Marchena Island.

considerable quantities in nature. For instance, the surface waters of the world's oceans (actually the biological matter in the surface water) are a prolific source of atmospheric carbon monoxide. Thus, carbon monoxide, which is classified as a poisonous substance in a polluted urban area, was occurring naturally in the marine environment long before man-made pollution.

A study of carbon monoxide in and above the oceans on a global scale will enable us to compare the interaction of man's activity with natural processes. In this case, mother nature seems to be perfectly able to take care of things. In the last few years, no significant increase of carbon monoxide in the global atmosphere was evident, despite the liberal consumption of gasoline, oil and coal.

Next to gases, small particles, usually called aerosols, play an important role in the marine atmosphere. Marine aerosols near the ocean surface are mainly composed of tiny particles of sea salt. Often, however, they also contain continental dust, which is carried from the arid regions of the continents out over the oceans by the prevailing winds.

The importance of marine aerosols lies in the fact that they influence cloud formation, and therefore precipitation and weather, and that they reflect or absorb solar radiation. This in turn influences the atmospheric heat budget, and in the long run, global climate. The main purpose of our aerosol studies aboard Hayes was to investigate the transport of continental dust to the central Pacific and to determine the actual amounts of this material in a true atmosphere far away from the continents.

Finally, a matter of great concern in recent years, is the high content of mercury in certain fish. The pathways of this dangerous metal in the oceanic food chain can not be studied conclusively without knowledge of the occurrence of mercury in the environment. One natural mercury source of possibly great significance is volcanism. Little is known about its role. The Hayes cruise provided an opportunity to gather additional information by making mercury measurements in the volcanic Galapagos and Hawaiian Islands, as well as in the adjacent marine atmosphere.

An ideal track to help us accomplish our goals was in the Pacific from Ecuador to the Galapagos Islands, on to Hawaii and Tahiti, and return from there to Panama. This 12,000-mile triangular run took us three times from the biologically rich upwelling areas off the coast of South America through the intricate system of water masses, currents and counter currents around the equator.

There was lots of action in the surface waters. The same held true for the atmosphere, where the vigorous mixing caused by the tremendous winter storms over the

North Pacific caused significant atmospheric changes along our cruise track to Hawaii. Then we followed the passage through the intriguing intertropical convergence zone into the fall season of the southern hemisphere and to one of the cleanest areas in the marine atmosphere—from just south of the equator down to Tahiti.

We boarded Hayes under the command of Capt. Jacques C. Crampon in Guayaquil, Ecuador in late February. As in any port, much attention was paid to her double-hull design, which inspired some local people to take their canoes for a ride right between her two hulls. Two hulls have two keels and it occurred to me that in the tough, older days, this feature probably would have been used for double keelhauling ceremonies.

Much of our work was concerned with atmospheric sampling. Usually, the best place for this type of work is at the bow of a ship in the flow of clean air uncontaminated by ship emissions, provided the local true wind is also favorable. We were a little concerned that the relatively short bow length of Hayes followed by a massive superstructure, might cause an unfavorable air flow at the bows and therefore contamination from the ship.

Our concern was quickly dispelled when we got under way. No unusual forward motion of air along the ship was observed. A good clean flow was obtained at the bows, probably aided significantly by the "wind tunnel effect," when the air streams aft between the hulls and below the superstructure.

After two days, we reached the Galapagos Islands, and anchored just off the island of Marchena. With the "Zodiac," an inflatable rubber craft, we went ashore and took a four-hour hike on one of the lava flows to sample in an area where volcanic fumaroles have been reported.

Marchena is not settled, and we were amazed how tame the animals were, especially the birds. Later, during a short call at the Darwin Research Station on Santa Cruz, we learned that the original wild life on the islands is severely endangered. A major factor in the destruction of the original plant and animal life are the goats which have been introduced to the islands.

Our last call in the Galapagos was at the island of Baltra, where Juan Suescum disembarked in order to

Hayes attracted attention at Guayaquil, Ecuador as she does wherever the unique catamaran travels.

take a plane back to Guayaquil. A chemical oceanographer with the Oceanographic Institute of the Navy of Ecuador, he had been aboard Hayes since Guayaquil to observe our operations in the territorial waters of Ecuador. Even though he had been with us only a short while, we had become friends and he would have liked to stay for the continuation of the cruise.

In Guayaquil, he helped us to get some badly needed chemical supplies from the Oceanographic Institute. The institute is a beautiful modern building not far from the port and the Ecuadorians are justly proud of it. The excellent relations with the Navy in Ecuador were documented by assistance we received. On the afternoon before our departure we needed an additional sailing chart for the Galapagos. Even though it was a military holiday and all offices were closed, a chief petty officer of the Ecuadorian Navy obtained the only original chart available from the Oceanographic Institute and went with us on a 12-mile ride into Guayaquil to have the chart duplicated at a facility downtown.

From Baltra, we proceeded on our 12-day journey to Hawaii. Soon after leaving the Galapagos, we started towing our "fish." The fish is a hydrodynamically shaped body containing a submersible pump and two probes which transmit depth and temperature information to a deck readout unit. The fish is suspended from a faired cable with a hollow core through which water is pumped up on deck.

The fish was lowered from the U-frame midships on the starboard side. It can be towed at the Hayes cruising speed of about 13 knots. Its design permits variation of the depth of the towed fish while the ship is under way. Thus, it is possible continuously to obtain seawater on deck from depths down to 50 meters (approximately 160 feet) without stopping the ship. Additional use of the fish was made to tow an attached biological sampling net, while water was simultaneously collected on deck for biological analysis.

Hayes arrived in Hawaii on schedule. We learned from the chief engineer that during this 4,900 mile run, valuable information had been gained on the ship's most economical cruising speed, an important consideration in recent months, when the price of fuel has increased from port to port.

We were lucky to obtain samples from Kilauea Volcano on the island of Hawaii during an eruption with the help of a scientist in charge of the Hawaiian volcano observatory. By contrast, at the Mauna Loa Observatory the next morning, we walked in freshly fallen snow at 11,000 feet elevation. This observatory, located on a dormant volcano on the island of Hawaii, is used in the global atmospheric monitoring program of the National Oceanographic and Atmospheric Agency (NOAA).

Scientific party goes ashore on Marchena Island to study volcanic influences on the atmosphere and the surrounding sea.

ntists lower a towed submersed
npling system (FISH) to retrieve
er samples while Hayes is under
y at 13 knots.

Together with NOAA scientists, we conducted an intercalibration study to compare the accuracy of different analytical methods which are used to determine atmospheric carbon monoxide and Freon-11.

Another collaborative study should be mentioned in this context. Throughout the Pacific cruise, we operated a sophisticated aerosol sampler aboard Hayes, which

was sent to us by the Australian cloud physics group in Sydney. We feel that a comparison of our data with those obtained by the Australians, one of the foremost groups in the world today, will greatly enhance the scientific yield of the cruise.

Good weather prevailed throughout the nine-day voyage to Tahiti. This, together with the faultless performance of all instruments and gear aboard, facilitated the taking of data around the clock on this very important leg of our cruise, as far away from the big land masses as one can possibly get on the oceans. Just south of the equator, all atmospheric measurements indicated that we might well be in the cleanest air one can find anywhere on the surface of our globe. At the same time, a complete absence of any continental influence was indicated. If one wants to study the true marine atmosphere, this is the place to go.

In Tahiti, the catamaran design of Hayes drew extraordinary attention. Small wonder, since little catamarans are found everywhere along the beaches on the island, and the people there are experts in the building and use of this type of craft.

The mission of Hayes also drew considerable attention. The fueling stop in Tahiti was in a very sensitive area because of recent weapons testing. We countered the forthright inquiries of the French officials and the local news media with open-houses aboard Hayes. This was the best way we felt to convince them that our research program was solely aimed at the stated goals.

The 16-day cruise from Hawaii to Panama brought us back from the clean oceanic provinces into our half of the world, the northern hemisphere, which is definitely "dirtier."

It will be almost a year before all our work is finally evaluated. But, based on observations during the cruise, it is fair to state that our objectives were achieved. With our data we will be able to link chemical parameters in the Pacific to areas of biological activity and current systems. The atmospheric measurements in the true, uncontaminated marine atmosphere will serve as a baseline against which long-term atmospheric changes such as worldwide pollution can be assessed.

Finally, we hope that our combined results will make at least a small contribution to the understanding of air-sea interaction in this area of the globe where the little understood driving forces for global weather and climate originate.

In closing, it should be said that two months aboard ship was a long time for "part-time" sailors. One factor that made life aboard Hayes much brighter is that she is a "good feeder." That is astonishing these days in a world where prices of both fuel and food soar. Credit goes to the skillful efforts of Chief Steward Theodore Munroe and the fine work of his staff. ⚓

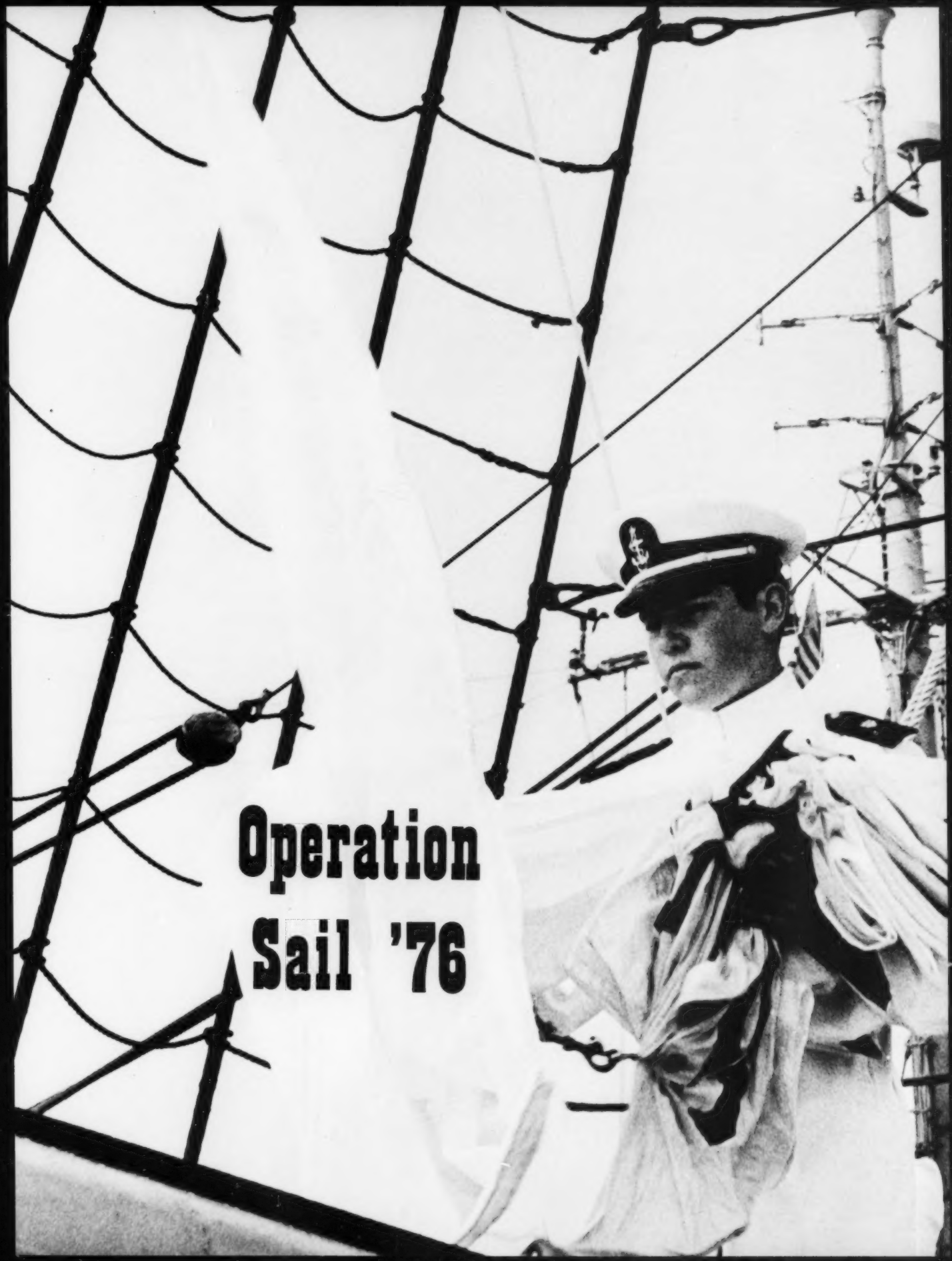
Born in Berlin, Germany in 1934, Dr. Peter E. Wilkness received a master of science degree in chemistry in 1959 and a doctorate in radiochemistry at the Technical University of Munich in 1961.

Coming to the United States in 1961 through the U.S. Federal Special Projects Office, he joined the Naval Ordnance Station at Indian Head, Md. and remained until 1966 when he was head of the nuclear chemistry branch.

Since 1966 he has headed the geochemistry section of the chemical oceanographic branch, ocean sciences division of the Naval Research Laboratory.

Dr. Wilkness became a U.S. citizen in 1967, is married and has two children. His wife became a U.S. citizen in 1969.

He is a member of the American Assn. for the Advancement of Science, the American Geophysical Union, and the Scientific Research Society of America.



Operation Sail '76

By Howard L. Rosenberg

"Our honor and our might were brought by sails of white..."

The maritime heritages of hundreds of nations are echoed in the words of Norwegian poet Bjornstjerne Bjornson. To Americans, whose cultural and economic history is indebted to the men who have gone down to the sea in ships for nearly 350 years, the words ring especially true.

John Warner, head of the bicentennial administration addresses assembled dignitaries aboard Eagle.

To celebrate the nation's bicentennial, a monumental plan has been initiated to bring more than 100 sailing ships from 35 nations to New York harbor on July 4, 1976.

Called Operation Sail 1976, the plan is an international effort to promote good will and to generate awareness of the need for ships and shipping. Many nations still maintain sailing ships, almost an anachronism in the nuclear age, because they believe there is no better way to build character in young men than sail training.

Perhaps the best known sail training ships in America are the U.S. Coast Guard Academy's steel bark Eagle and the U.S. Merchant Marine Academy's 54-foot yawl Mariner.

Eagle was built as a training vessel for German naval cadets and sailed under the name of Horst Wessel during World War II carrying German cargo. In 1946 she was claimed as a war reparation by the United States and renamed Eagle, taking her American name from a long line of U.S. revenue cutters.

Other U.S. sail training vessels include the Naval Academy's schooner Freedom and the yawl Royono. The Marine Historical Assn. at Mystic, Conn. operates the two-masted schooner Brilliant, the South Street Seaport Museum sails the schooner Pioneer, and various private owners registered with the American Sail Training Assn. operate a myriad of vessels including the Shenandoah, Bill of Rights, Westward, Marsufa, Black Pearl, Harvey Gamage, Nathaniel Bowditch, Tabor Boy, Landfall, and Serendipity.

The flagship for Operation Sail 1976 is hoped to be the steel-hulled bark Kaiulani built in 1899 at Bath, Maine. She is the last of the U.S. cargo-carrying square riggers. Plans are now under way to restore the historic vessel in time for the bicentennial celebration.

Named for Princess Kaiulani, "Child of Heaven," heir apparent to the Hawaiian throne who died in 1899, the ship made the last cargo-carrying voyage by an American square rigger in September 1941.

Pressed into service when every seaworthy vessel capable of carrying cargo was needed, she was used during World War II as a coal barge after dismasting in Australia. Kaiulani was last used by Americans when she was towed along with the American fleet as United States forces fought their way back to the Philippines.

Purchased by the Madrigal Shipping Co. of Manila following the war, she was used as a log barge until 1964 when the company gave her to the National Maritime Historical Society of the United States which has since been seeking her reconstruction.

Operation Sail 1976 has its roots in Operation Sail 1964 which included ships from Norway, Denmark, Chile, Indonesia, Spain, Japan, Argentina, the United Kingdom, Canada, Germany, Italy, Portugal and the United States. Six American sail training vessels were involved in the initial operation Sail.

The 1964 event began with a race from Plymouth, England to Lisbon, Portugal. The ships then sailed 3,000 miles across the Atlantic to a Bermuda rendezvous, followed by a 630-mile northwest run to New York. From Gravesend Bay, the ships passed in review before the carrier USS Randolph and then sailed up the Hudson River attended by nearly everything in New York harbor that could float and watched by thousands of cheering spectators lining the piers.

Operation Sail 1976 will mirror the first event but on a much grander scale. In a preliminary meeting at the bicentennial administration headquarters in Washington, D.C. last May, naval attaches attending from foreign countries represented 80 per cent of the world's sail training fleet.

There were representatives from Norway, Taiwan, Spain, England,

Argentina, Australia, Canada, Denmark, France, Italy, Poland, Portugal, Romania, Chile and the Soviet Union.

On May 30, chairman of Operation Sail Emil (Buzz) Mosbacher, Jr. was presented the bicentennial flag by John Warner, head of the American Revolution Bicentennial Administration and former Secretary of the Navy. The ceremony took place aboard Eagle at the Washington Navy Yard. Attending were ambassadors of more than 30 nations which operate sail training ships.

Mosbacher, who twice during the 1960s successfully defended the America's Cup against Australian competition, succeeded Henry Geyelin, the founder of Operation Sail, as chairman. Mosbacher skippered the Weatherly to victory in the America's Cup in 1962, and repeated as skipper of the Intrepid in 1967.

Operation Sail 1976 is sponsored by the bicentennial administration, the American Sail Training Assn. and the Sail Training Assn. of England. It is funded entirely by contributions.

Frank Braynard, director of Operation Sail, said, "We want to show the people that ships made America. This is a salute from the seamen of 35 different countries on the U.S. 200th birthday. Seamen are probably the most internationally-minded people in the world and they have promoted international goodwill for centuries. It's fitting that this event should take place on our bicentennial anniversary."

The event has been scheduled far in advance to allow as many ships from as many different countries as possible to participate. Part of the fleet from the Sail Training Assn. of England will sail from Portsmouth to Lisbon, then to the Canary Islands. During the voyage 20 per cent of the crew of each ship will join another foreign ship to exchange ideas and promote the international character of the operation. The organizers still haven't solved the problems of this exchange with regard to the three-master Sir Winston Churchill since her entire crew is female.

From the Canary Islands, the fleet will sail to Bermuda and then to Newport, Rhode Island. During the entire voyage, ships will join the fleet so by the time it reaches Newport, the fleet will number more than 100.

At 4 a.m. on July 2, the fleet will separate into two units. The larger vessels which cannot pass under the Brooklyn Bridge will sail down along Fire Island to Sandy Hook and Gravesend Bay. The other vessels will sail along Long Island Sound and meet them at Gravesend Saturday night.

On Sunday morning, July 4, the fleet will sail down the Hudson River into New York harbor. As in 1964, it is expected that the fleet will be reviewed by the United States President and by foreign dignitaries aboard a U.S. Navy carrier.

Operation Sail is open to any vessel under sail with at least 30 feet at the waterline and with a crew made up of at least 50 per cent sail trainees.

President John F. Kennedy, who was instrumental in the success of Operation Sail 1964, wrote, "Sailing has taught me something of the courage, resourcefulness and strength required of men who sail the seas in ships. The sight of so many ships gathered from the distant corners of the world should remind us that strong, disciplined and venturesome men still can find their way safely across uncertain and stormy seas."

To commemorate the 1964 event, British poet John Masefield wrote,

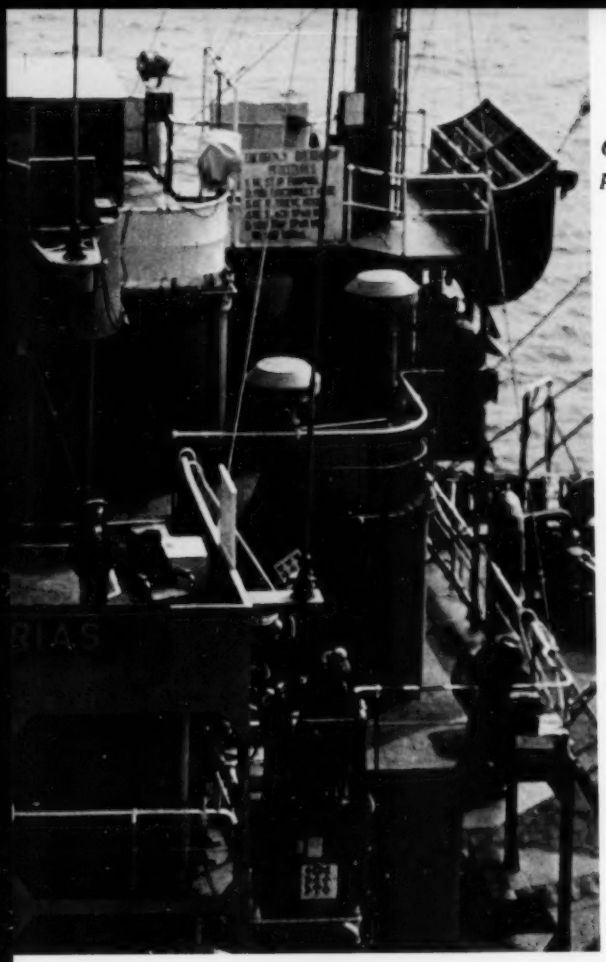
"Ah would that he who helped to plan
this test
Of manhood on the sea, were with us
still.
Watching with us, the ending of the
quest,
As men and ships their destinies
fulfill."

Secretary of the Navy J. William Middendorf II, left, and Emil "Buzz" Mosbacher, chairman of operation Sail '76, greet well-wishers at a reception following the Eagle ceremony.

Crewed by Civil Service mariners, USNS Marias, latest MSC oiler to go into service, has completed her first operational underway replenishment with the carrier USS Independence.

Following crew training at Guantanamo Bay, Cuba, Capt. Walter H. Barkmann received orders to refuel the Independence so that the carrier could remain at sea while her crew was undergoing refresher training.

Leaving Guantanamo Bay on April 25,



On the bridge, Marias officers watch progress of the operation.

Marias crewmen pass hoses to sailors aboard the carrier USS Independence.

Seen from a helo, the ships maintain a steady parallel course as Navy distillate is pumped aboard carrier.

As crewmen pull her hoses back aboard, USNS Marias breaks away following underway replenishment.

Marias and Independence rendezvoused off Virginia near Norfolk. Marias crewmen passed a hose to the Independence and filled the carrier's tanks with Navy distillate fuel.

Marias is presently supporting ships of the Navy's Atlantic Fleet. She is the third Civil Service manned MSC oiler to be deployed for dedicated service of Navy fleet combatant ships. Another five oilers will be added to the MSC fleet support ship force. ⚓

Marias from the hangar deck of the carrier USS Independence.

Number One

By Howard L. Rosenberg

The first unit of the revitalized Merchant Marine Naval Reserve was established June 1 aboard an Army dredge operating out of Philadelphia, Pa.

Five naval reserve officers aboard the U.S. Army Corps of Engineers dredge Comber formed the detachment. The program is designed to provide a nucleus of seagoing, professional, licensed U.S. Merchant Marine officers to assure that the Navy and merchant marine maintain close coordination and training in time of peace and for mutual assistance in time of war or national emergency.

The five officers all have previous experience with the Navy and all come from maritime backgrounds.

Commander of the detachment is Edgar C. Church, third mate aboard the dredge and recently promoted to the rank of lieutenant commander in the Naval Reserve. A graduate of Florida State University, the 43-year-old officer is a veteran of 17 years active duty in the Navy and served briefly as an able seaman aboard MSC, Atlantic vessels.

Comber's chief mate, Russell G. Wuestefeld, is a lieutenant in the Naval Reserve and a 1964 graduate of the Maine Maritime Academy. He has sailed for the Corps of Engineers since 1965.

Naval reserve Lt. Gary M. Rogan is a third mate aboard the dredge and graduated from the State University of New York Maritime School at Ft. Schuyler.

Another Ft. Schuyler graduate is the dredge's first assistant engineer. Reserve Lt. Frank J. Moshier has been with the corps since 1968.

Third Assistant Engineer Gary A. Newbegin is a graduate of Massachusetts Maritime Academy and has sailed for the corps since last December. The 24-year-old lieutenant (junior grade) is a native of Richmond, Maine.

Church first saw the announcement of the reestablishment of the Merchant Marine Naval Reserve program in a Masters, Mates and Pilots newspaper and became interested in the program.

"I've been actively involved since September in getting this unit established," he said. "This will allow me to get retirement credits which otherwise I couldn't earn."

Church commented on the interest the establishment of the Comber detachment has sparked. "Army dredges are good recruiting ground. There are three dredges in the Philadelphia area and I know some of the men are interested."

An informal ceremony establishing the unit took place aboard the dredge while she was anchored at New Castle, Del. Representing MSC commander Rear Adm. John D. Chase, who heads the program as a member of the Chief of Naval Operations Staff, were Capt. William Self, director of MSC's plans and policy division, and Cmdr. Thomas Groce, MSC Naval Reserve division.

Captain Self traced the history of the Merchant Marine Naval Reserve from the amended Merchant Marine Act of 1936 to the present Navy program which offers reserve participation to maritime employees on an equal basis with other U.S. citizens. He also noted the defense requirement for ships such as Comber to improve underdeveloped

Third Engineer Gary Newbegin checks gauge readings in the engine room.

ports in contingency situations and importance to seapower represented by the expertise of the naval reservists aboard Comber.

Cmdr. Groce said the reservists will receive comprehensive training designed to indoctrinate them in Navy operational and administrative procedures. He said they, "also earn retirement points by performing certain tasks we may ask them to do."

For instance, Cmdr. Groce explained, "While they're dredging the Delaware River, the Navy might want them to record variations in depth. This way, they accomplish their task for the Corps of Engineers and at the same time serve the Navy."

The 351-foot dredge has a crew of 97, including 14 officers, and is normally assigned to maintaining Federal navigation projects between Philadelphia and Norfolk, Va. She is presently involved in operations along the Delaware River.

William George Comber (1855-1923), for whom the dredge is named, served on the Isthmian Canal (Panama Canal) and the Mississippi River commissions and was a dredging consultant for the Army engineers. ⚓

Lt. Cmdr. Church discusses a point with Cmdr. Groce. Capt. Self is in background.

The ceremony over, MSC delegates take to the launch for the ride back.

Watchdogs of Navy

By Ed Nurenberg

Within Military Sealift Command headquarters he is known as Mr. George Rieber, director of the command's contract administration and claims division. When wearing his naval reserve uniform, he is referred to as Captain Rieber. But occasionally he and his staff are called other names indicating they are tight fisted with Navy dollars.

That is as it should be for the division he heads is somewhat like a command General Accounting Office which monitors MSC negotiated contracts. Its job? To make certain that MSC receives all of the sealift services contracted for, and that the ship operator is paid for all services performed.

In June more than 140 ships were under the command's control, only 67 of which were government-owned. The others are chartered by MSC from commercial companies at a cost of millions of dollars per year. More than 81 per cent of MSC revenue in fiscal year 1974—$714 million—was paid to commercial maritime interests for shipping services.

Rieber and his 15 marine transportation specialists are responsible for the administration of contracts with the ship operators or owners. They deal with contracts for services provided by dry cargo ships, tankers, tugs, and special project vessels such as cable layers and submersibles. Additionally, the division administers the contracts for lease of containers used in moving Department of Defense cargo.

Once a ship is fixed or chartered, and subsequently accepted on hire by MSC, the contract administration specialists are directly involved. Operator performance under terms of each contract is monitored to check on items such as ship characteristics and speed, breakdowns, condition of cargo gear, turnaround time, and casualties. This requires expertise in a number of areas since ships under charter to MSC may suffer minor accidents or major casualties.

A ship may be involved in a collision, go aground, have a fire, hit a pier, be damaged by third parties or enemy acts, be diverted while enroute, or lose cargo.

Casualties require investigative reports and facts to assist the contract administration and claims division in determining whether or not charter hire should be reduced or whether MSC, as charterer of a ship, is responsible for the cost of damage repair. The division works closely with the command's legal staff and with the MSC comptroller, whose office pays charter hire and other costs which MSC is responsible for under a particular contract.

At the peak of the war in Vietnam, MSC chartered just about everything available in the market. While most of those charters have been terminated, some outstanding claims remain to be settled between MSC and the ship operators. This is sometimes a slow process since a claim must be thoroughly reviewed before a determination is made as to whether or not MSC should pay the claimed amount.

The division continually strives to expedite processing of contractor invoices and claims according to Jim Leadam and John Duerr who head up the tanker branch and dry cargo branch, respectively. One time saving innovation is microfilming of ship log books for future review in settling claims and determining when the ship may not have been operating as required by terms of a contract. In the latter instance, MSC may recover charter hire cost for the period of non-performance.

Before the changeover to microfilm, ship operators furnished original log books for each voyage. This created a storage and filing problem. Often the operator needed his log before a review could be made. This delayed settlement of claims and, in some cases, processing of invoices for payment of other costs by MSC.

The contract administration and claim division now films each log and returns it to the ship owner.

Review of the microfilmed log by a marine transportation specialist then can be made without interruption. Filmed logs also provide a ready reference file without creating storage problems.

In Fiscal Year 1973 the division received 13,728 invoices from contractors for charter hire and other costs payable under charter agreement. These, plus 78 invoices on hand from the previous year, were processed and sent to the comptroller for payment.

Approving invoices is by no means a rubber stamp operation. Contract terms and conditions must be reviewed against contract performance to determine whether a particular billing is proper. Since it takes two to make a contract, different interpretations are not unusual. In these instances, every effort is made to work out the differences.

The checks and balances used in the contract administration and claims division reduced potential payments to contractors during 1974 by approximately $18 million. This resulted from non-payment for loss of

Dollars

petroleum cargoes, for periods when vessels were off hire and for failures by operators to meet contract terms.

Another area where the know-how and experience of the contract review specialists is vital is the final hire review conducted after a contract has been completed. In Fiscal Year 1973 Rieber's shop conducted 163 such reviews. MSC recouped $2.2 million for services not received, but which the government had been entitled to.

Overall, says Rieber, MSC "contract administration specialists reduced potential costs to the government by approximately $20 million by review of contractor claims and invoices during the last fiscal year."

Naturally, the contract administration and claims division is proud of the 1973 record. But Rieber and his staff are quick to point out that their reviews and discussions with the operators take time.

George Rieber gives the impression that he enjoys the challenge of negotiating with his counterparts in the commercial shipping industry. As a captain in the naval reserve who spent 12 months active duty in Vietnam handling port and cargo operations, he is familiar with the many problems involved in loading and discharging cargo, and in ship operation. His viewpoint is not solely that of a desk-bound administrator who has no perception of the difficulties encountered at sea and in port. This helps in his daily contacts with industry.

Rieber also makes it clear that MSC's purpose is to pay for all services provided, not to economize at the expense of the shipowner. While many claims and invoices are reduced following review, payments sometimes are increased. In a recent case, a ship master was reimbursed for overtime and food he authorized even though the shipping company felt he could not legally do so.

It happened during an amphibious exercise involving a ship under charter to MSC. Since many extra military men were aboard, the master of the chartered ship approved overtime for the men in his stewards department. The ship owners decided he should not have done so and deducted the cost from his salary. The MSC contract administration review agreed the master's decision was both sound and necessary, and reimbursed him.

"Generally, those we deal with are fair and reasonable businessmen," Rieber said," and we conduct ourselves in the same way. We seek to compensate the contractors fairly for all services they perform, thus maintaining MSC's reputation for fairness in the maritime industry. At the same time, we have a responsibility to the government, to make sure we get the services we pay for."

There's little glamor in the type of job the contract administration and claims people do — but there is a great deal of work, challenging responsibilities and plenty of job satisfaction. "Not only do we help MSC meet its responsibilities to the military services," as Rieber puts it, "but we also save dollars for the taxpayers."

If that sounds like an idealistic approach, one might consider a paraphrase of a well-worn quote which explains why everyone should have an interest in the role of the contract administrator.

It would read: "We have met the taxpayers, and they are us."

Long Goodbyes

Two area commanders and eleven other high level Military Sealift Command officials are among 67 persons who retired last month.

Rear Adm. William M. Pugh, MSC, Atlantic commander, and Rear Adm. William S. Guest, MSC, Pacific commander, have ended a total of 71 years in the Navy.

Other top officials to retire include Capt. Henry O. Anson, commander of Gulf subarea; Capt. Joseph E. Bonds, chief of staff, Pacific; Capt. Robert Friedman, assistant chief of staff, Pacific; Carl W. Massey, personnel officer, Pacific; Capt. Nicholas L. Phillos, an Atlantic ship master; Charles D. Taylor, counsel, and Lt. Roy W. Hall, assistant chief of staff, administration manpower and personnel, both of Eastern Atlantic and Mediterranean; Marie Van Horn, director of statistics and analysis division, headquarters, and Richard Askren, director of the MSC ships concepts and development division.

Rear Adm. William S. Guest

The only Atlantic shore retiree listed at deadline is Harry Walzer, a personnel staffing specialist who joined MSC in March 1950.

Atlantic marine employees retired include: Joseph Carman, chief engineer; Joel Weichselbaum, radio officer; Joseph Spitzer, wiper; Robert Johnson, third cook; Michael Rabun, first assistant engineer; Frank Crapa, radio officer; Stephen Fary, able seaman; Ralph Stockman, chief engineer; Joseph Sofia, fireman-watertender; John A. Hansson, second assistant engineer; James Robinson, able seaman; Leo Scrivens, second assistant engineer; Eugene P. O'Reilly, engine relief officer; Daniel Murro, radio officer; S. Onchimowski, chief engineer; Pedro Sanchez, boatswain; James Cotton, able seaman; Raymond Dooley, second officer, and Andrew J. Emerick, messman.

Also, Chester Blacher, third officer; Casimiro Cabucungan, chief cook; Antony Jonovitch, fireman watertender; Robert D..an, steward utilityman; John Bachelor, first officer; Frank Moreo, messman; John Thompson, chief electrician; Joaquin Cortes, chief steward; Alfred Razza, boatswain; Marcial Marrero, fireman watertender; Donald Simmons, chief electrician, and George Trunk, third officer.

Shore retirees of MSC, Pacific include: Yook H. Chue, port steward; Frank Green, supervisory marine transportation assistant; Maybelle E. Groshong, secretary; Lawrence J. Mengula, Jr., ship surveyor; Vivian Mitchell, personnel specialist, and Michael Skovoth, marine cargo specialist.

Pacific marine employees retiring are: Mariano L. Agas, second cook; Raymond D. Bridges, chief steward; Herman M. Jones, third assistant engineer; Eusebio L. Lampa, chief pantryman; August W. Lee, carpenter; Taisto Matson, carpenter; Gabriel M. Navos, waiter; Herbert N. Santos, purser; Paulino G. Urbano, utilityman; Johnny N. Acierto, third cook; Donald E. Besse, chief steward; Ciriaco A. Fernando, messman; Donald B. Strock, able seaman; Edward W. Berry, able seaman; Julio V. Balderama, utilityman, and Cesario B. Aton, third cook.

Rear Adm. William Marr Pugh

Far East employees retired are Carroll A. Stephens, director, engineering operations division, and Thomas E. Bennett, supply technician.

An aviator who holds the Navy Cross, Admiral Guest was graduated from the Naval Academy in 1935. He earned his wings in 1939 and was the first carrier-based aviator to sink an enemy ship in World War II.

During the battle of the Coral Sea, he shot down two Japanese Zeroes while flying a Douglas dive bomber attacking enemy aircraft carriers. He earned his Navy Cross in that battle.

His assignments included executive officer and later commanding officer of a squadron on the carrier USS Suwanee; executive officer of the Naval Air Station, San Diego; assistant director of plans and policy at the Bureau of Naval Personnel; commanding officer of USS Salisbury Sound and the USS Oriskany; chief of staff and aide to the commander of Naval Air Force, Pacific, and duty with the Chief of Naval Operations with collateral duty as a White House aide.

Before becoming commander of MSC, Pacific in September 1970, he served as deputy Defense manager of manned space operations and commander of the manned spacecraft recovery force, Atlantic. Until recently he also commanded the 12th Naval District.

Rear Adm. Martin D. Carmody who is commandant of the 12th Naval District, will also take on the duties as the new commander of MSC, Pacific.

Admiral Pugh took command of MSC, Atlantic in August 1970 and later served as commandant of Third Naval District; commander of the Naval Base, Brooklyn, N.Y.; commander of Task Force Six, and deputy commander of the Eastern Sea Frontier.

He graduated from the Naval Academy in December 1941 and served aboard USS Mississippi. After training at the submarine school in New London, Conn. he served aboard the submarine USS Puffer, completing seven war patrols and earning the Silver Star and a gold star in lieu of a second Silver Star.

During his 32-year Navy career, Admiral Pugh served on several other submarines, was commander of

Capt. Joseph E. Bonds

Submarine Division 81 and was anti-submarine warfare project officer, operational test and evaluation force detachment at New London. From March 1961 until May 1963 he was chief staff officer to the commander of Submarine Squadron 14. Following that duty he joined the staff of the commander of submarine force, U.S. Atlantic Fleet as fleet ballistic missile assistant.

In October 1968 he became deputy director, anti-submarine warfare programs, office of the Chief of Naval Operations, and in March 1970 became assistant

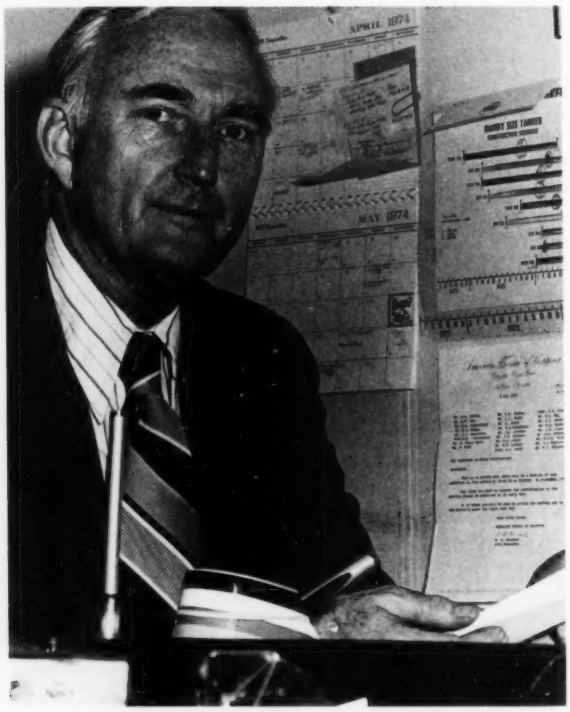
chief of staff for plans and programs to the director of Defense Intelligence Agency serving there until his MSC assignment.

Until a permanent replacement is named, Capt. Robert D. Sante, chief of staff, Atlantic, is acting commander.

Captain Anson, who was named to command the MSC, Gulf subarea in July 1969, has served aboard various naval ships including the cruiser Quincy and destroyer Cone.

A native of Pensacola, Fla., he was a company officer at the Naval Academy, later served with the Bureau of Personnel and was head of the maintenance and material management branch in the office of the Chief of Naval Operations.

He holds a master's degree in international affairs from George Washington University and has completed



Richard Askren

naval warfare and command and staff courses at the Naval War College.

Captain Anson is being replaced by Gulf Chief of Staff, Cmdr. Charles Rowland, until a permanent replacement is named.

Captain Bonds is a veteran of submarine warfare in the Pacific during World War II and became chief of staff on Aug. 6, 1972.

Part of his sea experience was as commanding officer of the world's largest heavy cruiser, USS Newport News, commanding officer of the U.S. Navy's only navigational research ship, USS Compass Island, and commanding officer of the diesel submarine, USS Sea Leopard.

Captain Bonds enlisted in 1938 and after serving on the battleship USS Mississippi and submarine USS Pollack, he entered the Naval Academy in July 1941. Upon graduation he attended submarine school and was then assigned to USS Razorback for the remainder of World War II.

He plans to continue working in the maritime field.

Captain Friedman became assistant chief of staff on June 30, 1970 after serving as commanding officer of the destroyer tender USS Bryce Canyon. He enlisted in the Navy in 1941 and two years later after serving as a combat air crewman in the central and South Pacific, he entered Naval aviation flight training.

In 1953 he was designated a general line officer. He served aboard six ships and had three shore billets including a stint as commanding officer of Naval Communication Station Harold E. Holt at North West

Capt. Robert Friedman

Cape, Australia.

Massey was named civilian personnel officer on June 4, 1972 after joining MSC, Pacific in January 1950. His first job was as placement assistant in the civilian personnel office.

Born in Solomonsville, Ariz., he received a bachelor's degree from Arizona State University. He joined the Marine Corps in November 1942 and, as a first lieutenant, led a rifle company through three Marshall Islands invasions and the invasion of Guam.

He was wounded during the Okinawa campaign and was discharged due to injuries in August 1946 with the rank of captain.

Captain Phillos is former master of USNS Flyer and plans to stay in the maritime industry with a commercial shipping company.

He joined the command in January 1953 and also has been master of USNS Redstone and Twin Falls. While aboard USNS Greenville Victory he assisted in the rescue of five Danish crewmen from a burning Danish ship in the South Pacific. Another time, also aboard Victory, he helped rescue five persons from a Kon-Tiki type of raft that had been lost for more than three months.

Taylor was an MSC employee for 24 years and retires with 34 years federal service. He joined MSC in 1950 as a marine transportation specialist at headquarters.

While working in Washington, D.C. he attended George Washington University law school at night and received his bachelor's degree in 1949 and his master's in 1952. He was assistant to counsel from 1964 to 1971 when he transferred to his most recent post.

Lieutenant Hall retired after 26 years in the Navy. He enlisted in November 1948 and was commissioned an ensign in November 1962. He served at the Naval Station, Adak, Alaska; aboard the carrier USS Shangri-La; at the Naval Station, Key West, Fla., and Naval Station, Subic Bay in the Philippines. While at Subic Bay he was awarded the meritorious service medal.

Miss Van Horn joined command headquarters in January 1950 and holds the distinction of being the first statistical clerk hired by MSC.

Marie Van Horn

Carl W. Massey

During World War II she served in the Navy as an aviation machinist's mate at the Naval Air Station, Hutchinson, Ka. She returned to civilian life as a statistical clerk with the Navy Bureau of Medicine and Surgery.

Although Miss Van Horn has no firm retirement plans, she has said she probably will travel throughout the United States.

Askren joined MSC in 1950 in Seattle, Washington where he helped set up the technical division and was assistant superintendent port engineer. He transferred to headquarters in 1967 as head of the newly formed concepts and development division.

Educated in Massachusetts and Michigan, he worked with the New York Ship Building Corp. before joining the Army. He was one of the first Army reserve officers to be called up before World War II, but changed to the Navy in 1944 because "I like the sea and ships." He was discharged as a commander.

Askren will retire to Gig Harbor, Washington, but plans to start a new career in private industry. ⚓

First unit of the revitalized Merchant Marine Naval Reserve is formed aboard a U.S. Army Corps of Engineers dredge at New Castle, Del. See story on page 16.

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